

## COLLEGE TOPICS ON NAVY GAME

Gives Result of Investigation of  
Referee Poe's Alleged  
Statement.

[Special to The Times-Dispatch.]  
CHARLOTTESVILLE, Va., October 30.—College Topics, the official publication of the General Athletic Association of the University of Virginia, has the following to say in today's issue, regarding the alleged statement of Referee Grisham Poe after the Navy game:

"In view of the statements published in several newspapers that Virginia's victory at Annapolis on last Saturday was due to an erroneous ruling by Referee Grisham Poe, and that if that official had ruled correctly the game would have been scoreless, a representative of Topics has investigated the matter thoroughly.

"The statements as published indicate that the penalty was on account of the Navy calling for time out. According to the information secured from the highest authority, this was not the case. The penalty awarded by Mr. Poe was asked for by Captain Yancey, of Virginia, and awarded on account of Byrd, the Navy's quarterback, being offside. The penalty was given half the distance to the goal line, the ball being within the Navy's five-yard line, and the down remaining the same, according to the rules. Virginia had its fourth trial for a touchdown, and succeeded in carrying the ball over."

## RANDOLPH-MACON'S ELEVEN SWAMPS WILLIAM AND MARY

(Continued from Page Eleven.)

have lost to Randolph-Macon, which team was defeated two weeks ago in Petersburg by Hampden-Sydney, indicates that the Prince Edward team will fight it out with Randolph-Macon for the cup. That the game was one in the championship series made the Randolph-Macon team the more determined to put forth its best effort, while William and Mary was no less anxious to demonstrate that it is to be considered in the final summing up of victories.

Especially in defensive work the William and Mary team was inimitable. Time and again the Orange and White eleven had an opportunity to throw Randolph-Macon runners for good losses, but on such occasions the tacklers were not sure, and the wily Chaplain or Gillette frequently went through several for many yards.

Gillette had the advantage in the punting, although the latter responded well when called on to boot the oval.

In line plunging the William and Mary team often demonstrated an ability to wade through the heavy guards and tacklers from Ashland, but on end runs, at times, there was an opening in the interference of which the Yellow Jackets seldom failed to take advantage. Chaplain and Rowe often carried the ball for long distances, while the men from Hanover were correspondingly weak in checking the rushes of Driver and Barnard.

Captain Driver the Star.  
Above the stars of the victorious eleven, Captain Driver, of William and Mary, towered as the best ground gainer and the most brilliant offensive and defensive player of the game. Diving into the Randolph-Macon line with the accuracy of a kick hammer and the quickness of an arrow, he often, after being tackled, lunged forward to add several times his length to the ground gained; when, at other times, as an open field runner, he showed what a single man behind a weak team could do. Several instances of eleven being swamped in overwhelming defeat.

Quarterback Chaplain, for Randolph-Macon, in his forward passes to Gillette, demonstrated a command of this play seen on the gridiron here this year. His first attempt, after five minutes of play in the first half, sent Driver on a thirty-five yard run for the first touchdown. Several other attempts failed to get the Yellow Jackets' end, and he planted the ball squarely between the posts.

Several times Randolph-Macon worked the pass for good gains, and was only once penalized for failure. Williamsburg tried the pass once, but failed, and got penalized.

"Outside Kick Attempted."  
The outside kick, a new feature of the new and less dangerous method of play, was frequently worked by both sides, but not with any great degree of success. In most instances the ball was kicked harder than it should have been, and the appearance of the play made it seem as if the kicker had been tried. Rowe, Drewry, and Chaplain were Randolph-Macon's best players. Quarterback Barnard, near the end of the first half, kicked a beautiful goal from placement from the thirty-five-yard line. At the end of the first half the score stood at 10 to 3. Randolph-Macon's second touchdown resulted from a series of end runs, and line dashes, intermingled with two forward passes. Gillette, whose punting was a feature, failed at three easy goals.

The play in the second half was almost entirely in William and Mary territory, the only touchdown resulting from straight football. Several times, after the last score, William and Mary's end was in danger, and when the ball was five yards from the deciding line, the team braced and held Randolph-Macon for downs. Kicked off to Barnard.

Randolph-Macon won the loss and kicked off to Barnard on his ten-yard line. With the wind at his back, he returned the oval thirty-five yards. Without attempting to advance the ball by downs, Barnard kicked, and the ball landed in the middle of the field. In the first scrimmage of the game Chaplain received the ball and dashed around left end for nine and a half yards. Simpson followed around the opposite end for six yards. Rowe was tackled, and the ball was downed by F. Goodwin eight yards behind the line.

Chaplain tried to duplicate his former gain, but was thrown heavily for a loss of seven yards. Thus the Yellow Jackets were forced to receive the kick, and the ball was in play again on the Williamsburg's sixteen-yard line. On the next play Barnard booted the ball forty-five yards from his danger line, and there was no return. Drewry tried the William and Mary line, but it held tight, and he got only two yards.

Randolph-Macon Gains.  
An outside kick netted the winners of the Yellow and Black twelve yards, but they lost the ball on the play. The warriors from the old capital tried two downs, but in each their man was dropped in his tracks. William and Mary kicked, and the ball was brought back five yards. Captain Drewry handled the ball and pushed and hummered

his way around right end for twelve yards. Rowe was thrown for a loss of two yards. The forward pass was tried with perfect success directly after this play. Chaplain shoved the cherished article into Gillette's arms, who clung to it and skirted William and Mary's left side, and by the most spectacular run of the game kicked the ball forty yards for the first score of the game. The goal line was crossed seven minutes after the ball had been put in action. Gillette failed at goal, and the score was 15 to 0.

Barnard punted the ball to the Ashland's thirty-yard line. Lawless hit his opponents' line for three yards, and on a short kick the ball was advanced eight yards without loss of its position. On the two run plays, Lawson Randolph-Macon was thrown back for losses, and Gillette kicked thirty yards, to have it returned five yards. Driver plugged at the Jackie's line and made a large hole, through which he dragged his tackling line nine yards. Captain Driver was again given the ball and made downs.

Fletcher shoved his way through right guard for five yards, and Driver duplicated, but his team was penalized for being offside. On an onside kick a gain of ten yards was made, but Randolph-Macon fell on the ball. Gillette kicked to the old-town boys' thirty-yard line, and recovered the ball.

Hammered the Line.  
Line kicks for short gains and Rowe's nine-yard run around left end forced the ball to William and Mary's ten-yard line. With the ball in close touch of another goal, Rowe fumbled, and one of his men fell on it, and no gain or loss was recorded. Two more downs were all that was necessary for a second score.

In each instance the ball was given to Lawless, who hit the William and Mary line on the right side two terrific smashes for gains of four and six yards. Gillette failed to put the oval between the sticks. Score 10 to 0.

The Third Kick-Off.  
Barnard went six yards. Barnard made the next gain twenty yards by kicking outside. Randolph-Macon was unable to advance the ball, and lost fifty yards for holding in line. Gillette used his toe, and Browne returned the punt nine yards. Captain Driver hit left tackle and dived eleven yards.

Barnard's Field Goal.  
Three times in rapid succession William and Mary made downs, and in the clever work and heavy drives of Schenck and Driver. On the fourth down Driver was downed in his tracks, followed with a four-yard gain. Barnard got back for a place kick for goal.

The ball was kicked accurately and sailed squarely over the rod with a two-yard margin, thus scoring 3 points. Score 10 to 3.

William and Mary received the next kick on their five-yard line, and Driver dodged around for a yard. Driver took the ball and went head-on for nine yards. Schenck added four yards to this, and was followed by Browne with a ten-yard credit. Driver made a short advance, and Barnard kicked an onside kick for which he was credited sixteen yards, and in the mix-up resulting, Parker regained the ball. Barnard was thrown for a loss of two yards, and thrown so violently that time had to be taken out. The injury was slight.

Triest Forward Pass.  
William and Mary attempted forward pass. Barnard to Driver, the latter stumbled and the ball rolled against the fence and an Ashlander grabbed it up. Gillette kicked, and Barnard dashed where the ball was caught. Barnard dashed around left end, in splendid style, for sixteen yards, but lost ten yards when he tried the same play around right. He then kicked to Chaplain, and the punt was headed. An onside kick proffered twenty yards without suffering the loss of the ball. The forward pass was successfully worked for fourteen yards, any with the ball on the Orange-and-White twenty-two-yard line, the first half ended.

Second Half Begins.  
William and Mary started the second half by kicking behind the last chalk line, and the ball was brought out twenty-five yards and given to Randolph-Macon. Barnard received Chaplain's onside kick, and came back eleven yards. The boys from Hanover were unable to gain, and the ball was punted to Chaplain on his twenty-yard line. Gillette booted the ball over Captain Driver's head, and fifty yards was the result.

With the ball on his thirty-yard line, Barnard kicked into the straggling mass, but recovered it with a slight loss. The kick was tried a second time, and Chaplain held his hand up to receive it. Chaplain tried an onside kick, but was blocked, and Goodwin fell on the ball. Browne plunged his way through the Yellow Jacket line for fifteen yards. Driver gave him four yards to add to this, and Browne hammered for three yards more.

In a scrimmage and fumble, Barnard got the ball and went through a seat-lever and for seventeen yards, but was tackled so viciously that he let the ball loose, and his opponents got possession of the ball at a critical time. The fumble was costly to the Orange and White. With the piskin on their green-yard line, a punt placed the ball out of danger. Barnard was thrown for a loss of three yards, and the Williamsburg boys lost the ball on downs.

Failed on Onside Kick.  
Amid encouraging shouts to "kicks it along," the Yellow Jackets recovered the ball after an onside kick on William and Mary's forty-yard line. The forward pass was worked by Chaplain and Captain Drewry for seventeen yards. The ball was advanced into the two-yard line, and a first down was made. Three more downs were tried, but the sum of the gains fell short, and William and Mary took the ball on her nine-yard line. Barnard kicked, and Rowe brought the ball back to his opponents' twenty-three-yard line. Chaplain rounded left end for six yards, but on his next play, when he attempted the forward pass, his throw fell short, and they lost the ball.

The team from Williamsburg held temporarily, but gradually they seemed to give way under the heavy rushes of the Ashland boys. William and Mary kicked, and Chaplain was not to be stopped until he had reached the fifteen-yard line.

Make Final Touchdown.  
Simpson took the ball five yards. Lawless was unable to add more than a yard, but a successful forward pass made the required down and put the ball on William and Mary's five-yard line. Simpson was given the ball twice in rapid succession, and the oval was carried to the place where the

chalk marks ain't. Gillette's failure at goal made the score 15 to 3.

Randolph-Macon kicked toward the west goal when play was resumed. Driver received the kick on his three-yard line and had returned twenty-two yards when tackled by Newberry. Barnard kicked to the middle of the gridiron. The Yellow Jackets recovered the ball on an onside kick, and for and forth, and at the end was in William and Mary's territory.

Line-Up of Teams.  
R-M. Positions. W. & M.  
Drewry..... left end.....Goodwin, F.  
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Chaplain..... left halfback.....Fletcher  
Simpson..... left halfback.....Schenck  
Lawless..... fullback.....(Goodwin, L.B.)  
Chaplain..... quarterback.....Barnard  
Jordan..... right guard.....Mara  
Jackson..... right tackle.....Healey  
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Base.  
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Tires.  
Weight, Equipped  
2,150 Pounds.  
6,000 Now in Use.

The success of the Studebaker E. M. F. 30 has been stupendous. This is a big word, but in this instance there is no other word that will fit conditions.

The truth is that the public has found so much excellence bundled up in this car, so many extraordinary features, that it sells on sight. And this despite the fact that this is the very season of the year when there is usually a falling off in the demand for automobiles.

There is only one conclusion, and that is this, that the Stude-

Buy Your Car From a Manufacturer Whose Reputation for a "Square Deal" Assures You Absolute Protection.

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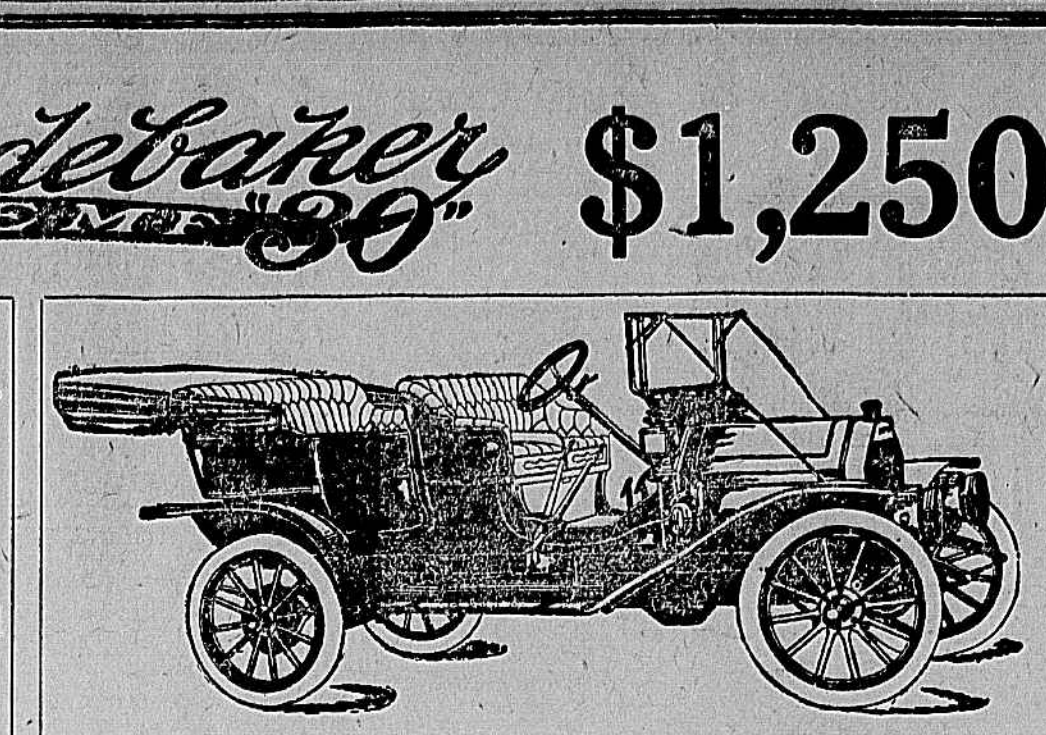
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## HENRY GRANT, DRIVING ALCO, WINS VANDERBILT CUP RACE

Race Called Off After Two Cars  
Finish Race, Parker, in  
Fiat, Being Second.

AVERAGED ABOUT 63 MILES

Harroun, of Chicago, Wins  
Wheatley Hills Trophy, and  
Matson Massapequa Trophy.

[Special to The Times-Dispatch.]  
NEW YORK, October 30.—Henry F. Grant, of Boston, won the fifth race for the Vanderbilt cup in-day on Long Island, driving the American Locomotive Company's six-cylinder sixty-horsepower Alco car over the race distance of 275.03 miles in 4 hours 25 minutes 42 seconds, averaging just under sixty-three miles an hour. He completed the twenty-second round of the 12.64 miles circuit in Nassau county, over which the race was run. William Knipper, who was driving the No. 7 forty-horsepower Chalmers-Detroit, in place of Bert Dingley, who had been injured in an accident on Thursday morning, had taken the lead in the seventh round, and held it until a heated bearing lost the lead for him in the twelfth round. Knipper got his car going again and was running in third place when the race was called off.

Two Drivers Complete Race.  
These two drivers were the only ones to complete the race distance, as William K. Vanderbilt, Jr., the cup donor and referee of the race, called the contest off a few minutes after Parker had completed the twenty-second round of the 12.64 miles circuit in Nassau county, over which the race was run. William Knipper, who was driving the No. 7 forty-horsepower Chalmers-Detroit, in place of Bert Dingley, who had been injured in an accident on Thursday morning, had taken the lead in the seventh round, and held it until a heated bearing lost the lead for him in the twelfth round. Knipper got his car going again and was running in third place when the race was called off.

Ray W. Harroun, of Chicago, driving a 32-horsepower Marmon car, won the 120.00 miles race for the Wheatley Hills trophy in 3 hours 10 minutes 21.2 seconds. His time for the fifteen rounds of the race distance was faster than that of all the Vanderbilt cup cars except Knipper's and Parker's, and was seven minutes faster than that of Grant for the distance. Joe Matson, winner of the Chicago Automobile Club's race for the Indian trophy last summer, won the 126.40 miles race for the Massapequa trophy in 2 hours 9 minutes 52.2 seconds, with a thirty-horsepower Chalmers-Detroit. Martin Dooley, driving a twenty-two-horsepower Maxwell, was second, in 2 hours 38 minutes 28.4 seconds. Arthur See, driving a twenty-two-horsepower Maxwell, was third, in 2 hours 30 minutes 24.2 seconds, and George Alms, driving a twenty-two-horsepower Hudson, was fourth, in 2 hours 31 minutes 47.2 seconds.

Both Harroun and Matson won cash prizes of \$1,000, in addition to the trophies, which will go to the manufacturers of the Marmon and Chalmers-Detroit cars. The winners in each instance had their cars equipped with Michelin tires. Parker's Fiat, Knipper's Chalmers-Detroit and Alms's Hudson were also equipped with Michelin tires, and two Maxwells were fitted with Ajax tires.

To the great surprise of the spectators, Spencer B. Wishard, the twenty-year-old amateur from Greenwich, Conn., who was making his debut as a road-racing driver, made the fastest time and led in the big car division for the first round, even though he was driving a six-year-old Mercedes. Louis Chevrolet took the lead with his Buick for the second, third and fourth rounds, and young Wishard again led for the fifth and sixth rounds.

There were no accidents to mar the running of the race, except for a few

man to start. Mitchell, in the Simplex, was the first of the Vanderbilt candidates to finish the first round. The leader of the big car drivers for the first round in elapsed time was young Wishard, whose six-year-old Mercedes made the first round, from standing start in eleven minutes and ten seconds. Louis Chevrolet made his first round with the Buick in eleven minutes and twenty-one seconds, and was second at the end of this round. Seymour, Isotta-Fraschini, was third; Knipper, Chalmers-Detroit, was fourth; Alms, National, was fifth; Harding, Apperson, was sixth, and Lorimer, Chalmers-Detroit, was seventh. Grant was eleventh, with the Alto, on the first round. Parker, Fiat, was in thirteenth place.